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DA INTELLIGENCE REPORT

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Construction of RR to Link Lines 122c and 122d (PASEWALK Area), GDR (C)COORDINATES

DROEGERHEIDE RR Station	UTM 33UVV376434 (approximate location)
EGGESIN	UTM 33UVV3949
FRIEDBERG	UTM 33UVV3531
HOLLAENDEREI GUMNITZ	UTM 33UVV3746
SPECHTBERG RR Station	UTM 33UVV382413 (approximate location)
TORGELOW	UTM 33UVV3543
VIERECK	UTM 33UVV3734

REPORT

1. Location (Numbers in parentheses correspond with the numbers on Incl. 1.)

A section of subject RR line has been in operation since 1952. This section branches off the RR line JATZNICK-UECKERMUENDE (listed as RR line number 122 in the official timetable of the GDR), between TORGELOW and EGGESIN at two points (UTM 33UVV366449) and (UTM 33UVV379462) to meet at a point (9) (UTM 33UVV372447) from where it continues S as a single-tracked line via the DROEGEHEIDE RR Station (10) to the SPECHTBERG RR station (28).

In November 1956 construction of another sector started at a point (UTM 33UVV338296) (32) on the RR line PASEWALK-STETTIN (listed as line number 122d in the official timetable of the GDR). This section under construction runs in a northerly direction, bypassing the villages FRIEDBERG and VIERECK to the SPECHTBERG RR station (28) where it is to meet the RR sector which was constructed from the JATZNICK-UECKERMUENDE RR. The entire line is to be single tracked.

2. Official Designation

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the RR line will be for the use of the military only.

3. Trackage

The entire RR line will be single tracked, as source heard from fellow workers at the PASEWALK RR station. The RR tracks are standard gauge (4'8 1/2"). The length of one rail is about 15 m. The method of fastening the rails to the wood sleepers is unknown to source. The material used for the roadbed is gravel. The section of the RR line already completed is in good condition.

RRym RR cars each loaded with two T-34 tanks go over the line without any trouble.

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The country through which the line runs is level and grades and curves in the line are slight and few. The line leads mostly through woods. In the section which has been under construction since November 1956, source could give no information in the trackage; for the earth work on the roadbed was still underway when he left in January 1957. Ditches (33), 0.5 m deep, line both sides of the RR dam. The earth is carried to the PASEWALK RR station where it is deposited on the E side of the station. The top of the RR embankment will be about 0.5 m higher than the surrounding ground, the roadbed being of gravel (34) as source was told by fellow workers. Source had no information on the completion date of the construction.

4. Bridges

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[redacted] no information on bridges on the section of the RR line still under construction.

No tunnels are located on the RR line.

5. Signal System

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No signal system had been installed on the line [redacted] in the summer of 1956. At each of the points (UTM 33UVV366449) and (UTM 33UVV379462) where the line enters the main line JATZNICK-UECKERMUENDE is located a stop signal, which is controlled by the branch-off station GUMNITZ, located near the HOLLAENDEREI GUMNITZ.

6. Electrification

The RR line is not electrified. [redacted] no plans exist to electrify the RR line.

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7. Traffic

The section of the RR line, running from the branch-off station GUMNITZ via DROEGEHEIDE RR station (10) to SPECHTBERG RR station (28) handles military traffic only. Daily, at about 0730 hours, a locomotive leaves TORGELOW RR station for DROEGEHEIDE RR station (10) and SPECHTBERG RR station (28). This locomotive pulls the freight cars which have goods for the military installations located in the area. The freight cars are brought to TORGELOW RR station by the daily freight train from PASEWALK (27). As source observed, the freight cars are loaded with building materials, coal, wood, sand, etc. Military troops trains or other trains loaded with equipment or ammunition also run on the line. [redacted]

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[redacted] these trains run on a schedule made up by the military. This schedule is classified and was not known to the average RR personnel [redacted]

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8. RR Stations

a. SPECHTBERG RR Station (28)

The RR station is presently a terminal station. Upon completion of the construction of the RR line leading from PASEWALK to SPECHTBERG, the station will be a through station. The station has a passing track (13), 350 m long, and a loading track (14), 200 m long. A concrete loading ramp (16) for end-and side-loading is located on the S side of the station. From the passing track (13) extend two draw-out tracks (11 and 17), one 50 m long, and the other 100 m long.

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All the switches on the station are single switches except for the double-slip switch (29) which is located on the N side of the station. All switches are operated manually.

b. DROEGEHEIDE RR Station (10)

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there are passing and loading tracks, because freight cars are sent there regularly and they cannot be left on the main track for loading or unloading and thus block the entire line.

9. Capacity of RR Line

no information on the handling capacity of the RR stations or the number of trains or axles the line could take in a 24-hour period.

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Area
Construction of RR to Link Lines 122c and 122d (PASEWALK), GDR (C)

Inclosure 1

Sketch of Sector

LEGEND

1. RR Line JATZNICK-UECKERMUENDE
2. Branch-off track to SPECHTBERG
3. RR line JATZNICK-UECKERMUENDE
4. Loading track, 400 m long
5. Draw-out track, 50 m long
6. Branch-off track to SPECHTBERG
7. Loading track, 350 m long
8. Storage building
9. Switch
10. DROEGEHEIDE RR station
11. Draw-out track, 50 m long
12. Main track, SPECHTBERG - to main track JATZNICK-UECKERMUENDE
13. Passing track, 350 m long
14. Loading track, 200 m long
15. Track to loading ramp, 40 m long
16. Loading ramp, for end and side-loading of RR cars, concrete
17. Draw-out track, 100 m long
18. Dirt road
19. Signal house
20. RR line under construction
21. Cobblestone road from PASEWALK to VIERECK
22. Loading track, 100 m long
23. Main track, PASEWALK-STETTIN (SZCZECIN)
24. Track to loading ramp, 20 m long
25. Siding to construction company (Bau-Union), 50 m long
26. Narrow gauge RR line from PASEWALK to KLOCKOW
27. RR station PASEWALK
28. SPECHTBERG RR station
29. Double slip switch
30. Siding to a newly constructed bread factory and cannery
31. House for RR gate man
32. Branch-off point for the RR line under construction, from the PASEWALK-STETTIN (SZCZECIN) RR line
33. Ditch, 0.5 m deep
34. Roadbed
35. Wooden sleepers
36. Tracks.

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MAP REFERENCES:

1. Germany, 1:25,000
FERDINANDSHOF, Sheet 2349
AMS M841 (GSGS 4414)
Second Edition, 1952
2. Germany, 1:25,000
EGGESIN, Sheet 2350
AMS M841 (GSGS 4414)
Third Edition, 1952
3. Germany, 1:25,000
PASEWALK, Sheet 2449
AMS M841 (GSGS 4414)
Second Edition, 1952
4. Germany, 1:25,000
KRUGSDÖRF, Sheet 2450
AMS M841 (GSGS 4414)
Second Edition, 1952

NOTE: All RR Lines, with the exception of
the one from PASEWALK to HOLLAENDEREI,
GUMNI7Z, copied from map.

NEUBRANDENBERG

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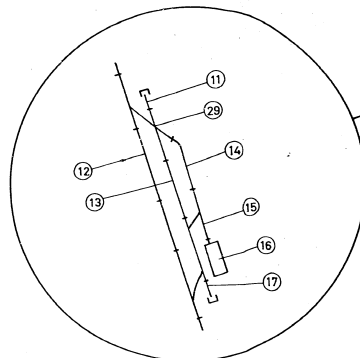
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PRENZLAU

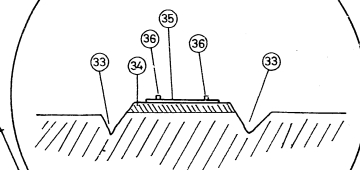
PASEWALK

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TORGELOW



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CUT-AWAY VIEW OF
RR EMBANKMENT

FRIEDBERG

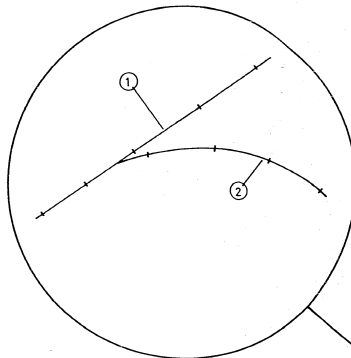
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Inclosure 1

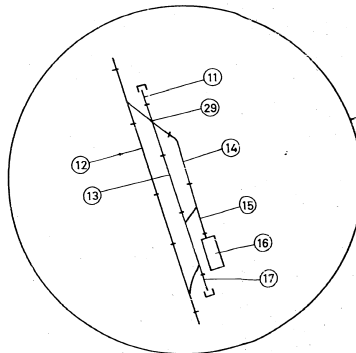
SKETCH OF SECTOR

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STRALSUND

SPECH

TORGELOW

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Sheet 2449

MAP REFERENCES:

1. Germany, 1:25,000
FERDINANDSHOF, Sheet 2349
AMS M 841 (GSGS 4414)
Second Edition, 1952
2. Germany, 1:25,000
EGGESIN, Sheet 2350
AMS M 841 (GSGS 4414)
Third Edition, 1952
3. Germany, 1:25,000
PASEWALK, Sheet 2449
AMS M 841 (GSGS 4414)
Second Edition, 1952
4. Germany 1:25,000
KRUGSDORF, Sheet 2450
AMS M 841 (GSGS 4414)

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of RR to Link Lines 122c and 122d (PASEWALK area)

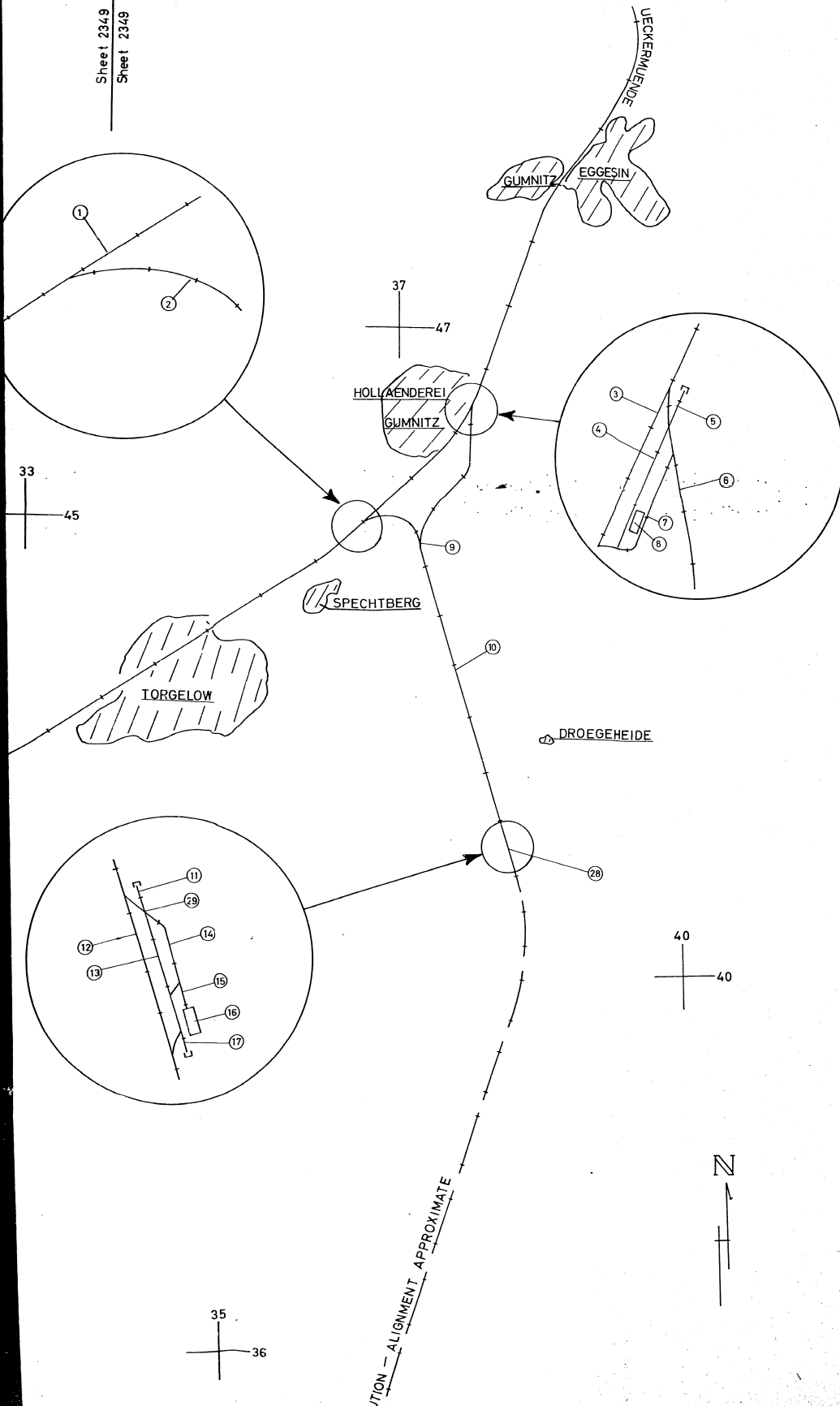
Inclosure 1

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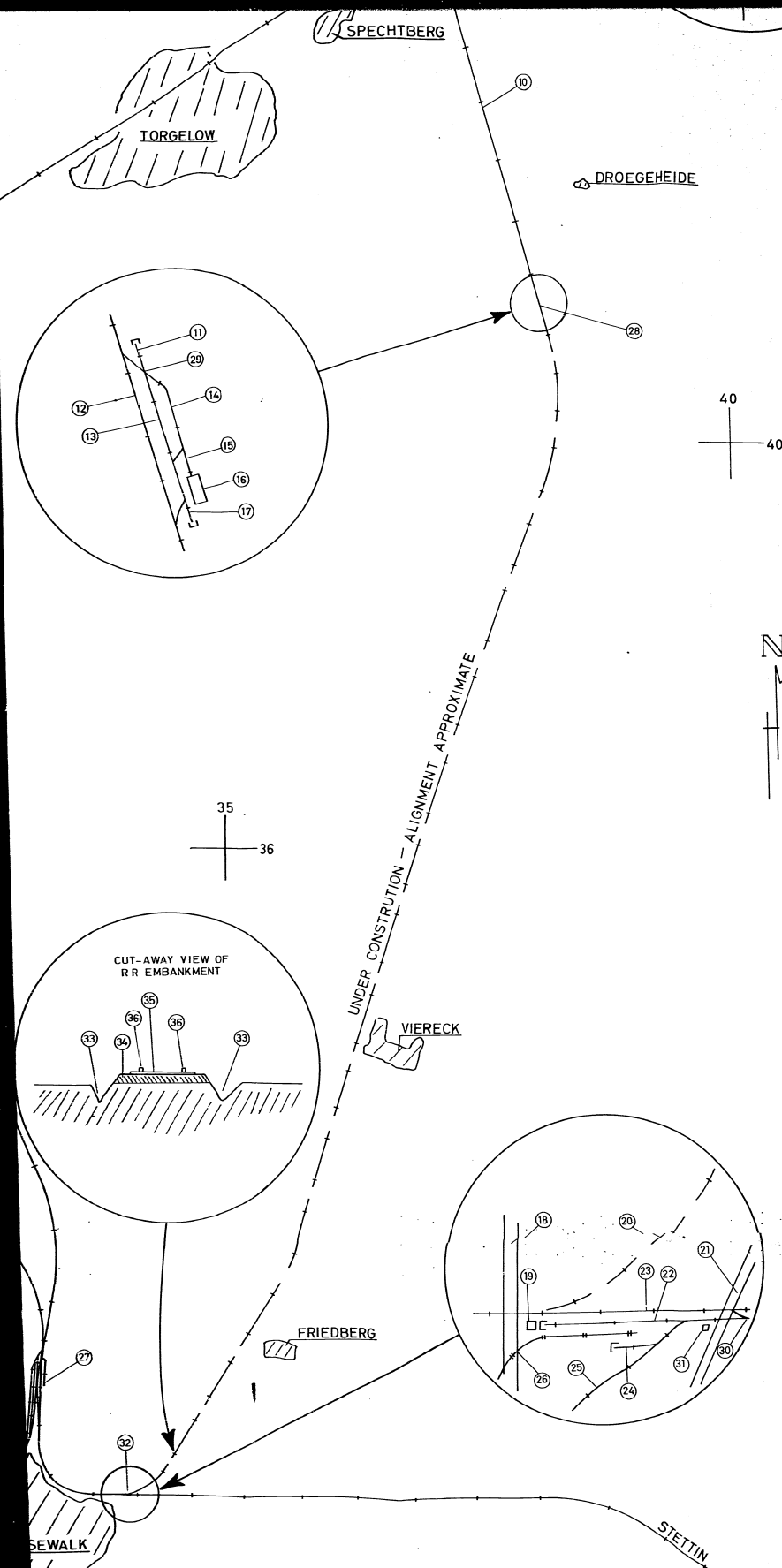
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